

Appl. No. : 10/692,089
Filed : October 23, 2003

IN THE CLAIMS:

Please cancel Claims 1-8 without prejudice or disclaimer, amend Claims 9-16, and add new Claims 17-24 as follows:

1. (Canceled)
2. (Canceled)
3. (Canceled)
4. (Canceled)
5. (Canceled)
6. (Canceled)
7. (Canceled)
8. (Canceled)
9. (Currently Amended) An outboard motor including an internal combustion engine comprising an engine body, a crankshaft journaled on the engine body, the crankshaft having an end portion that extends outward beyond the engine body, a flywheel having a wheel portion and a coupling portion which are unitarily formed with each other, the coupling portion extending over the end portion of the crankshaft and intersecting an axis of the crankshaft, and a fastener fastening the coupling portion onto the end portion of the crankshaft, the wheel portion defining at least a portion of a recess, and at least one stator coil disposed at least partially in the recess.
10. (Currently Amended) The engine-outboard motor as set forth in Claim 9, wherein the fastener is at least one bolt that has an axis extending generally along the axis of the crankshaft.
11. (Currently Amended) The engine-outboard motor as set forth in Claim 9, wherein a spacer is interposed between the coupling portion and the end portion of the crankshaft.
12. (Currently Amended) The engine-outboard motor as set forth in Claim 11, wherein the wheel portion and the coupling portion generally forms an even surface.
13. (Currently Amended) The engine-outboard motor as set forth in Claim 11 additionally comprising a second shaft journaled on the engine body and driven by the crankshaft through a transmitter, and a pulley or sprocket disposed on the end portion of the crankshaft, the transmitter wound around the pulley or sprocket, the spacer abutting the pulley or the sprocket.

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14. (Currently Amended) The ~~engine-outboard motor~~ as set forth in Claim 11 additionally comprising a second shaft journaled on the engine body and driven by the crankshaft through a transmitter, the spacer at least in part extending over the end portion of the crankshaft to form a pulley or sprocket, the transmitter wound around the pulley or sprocket.

15. (Currently Amended) The ~~engine-outboard motor~~ as set forth in Claim 9, wherein the wheel portion at least in part and the coupling portion generally forms an even surface.

16. (Currently Amended) The ~~engine-outboard motor~~ as set forth in Claim 9, wherein the wheel portion at least in part is spaced apart from the engine body farther than the coupling portion.

17. (New) The outboard motor as set forth in Claim 9, wherein the axis of the crankshaft is a rotational axis of the crankshaft.

18. (New) The outboard motor as set forth in Claim 9 additionally comprising at least one magnet mounted to the wheel portion.

19. (New) The outboard motor as set forth in Claim 18, wherein the magnet is positioned at least partially within the recess.

20. (New) The outboard motor as set forth in Claim 18, wherein the magnet is positioned on the wheel such that when the wheel rotates relative to the stator coil, the magnet passes by the stator coil so as to generate electricity.

21. (New) An outboard motor including an internal combustion engine comprising an engine body, a crankshaft journaled on the engine body, the crankshaft having an end portion that extends outward beyond the engine body, a flywheel having a wheel portion and a coupling portion which are unitarily formed with each other, the coupling portion having a central portion extending over the end portion of the crankshaft, a fastener fastening the central portion of the coupling portion onto the end portion of the crankshaft, the wheel portion defining at least a portion of a recess, and at least one stator coil disposed at least partially in the recess.

22. (New) The outboard motor as set forth in Claim 21, wherein a first portion of the wheel portion extends away from the end of the crankshaft and away from the engine body so as to form an inner wall of the recess, a second portion of the wheel portion extends generally perpendicular to the crankshaft so as to define a top wall of the recess,

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and a third portion of the wheel portion extends downwardly toward the engine body so as to define an outer wall of the recess.

23. (New) The outboard motor as set forth in Claim 22, wherein the coupling portion and the wheel portion are formed monolithically from a single piece of metal.

24. (New) The outboard motor as set forth in Claim 22 additionally comprising at least one magnet disposed on an inner surface of the outer wall of the recess, the inner surface facing toward the crankshaft.